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DHS FOR DEPUTY SECRETARY JANE HOLL LUTE

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SUBJECT: Brazil: Scen setter - DHS Deputy Secretary Lute visit
January 12-13

REF: BRASILIA 1340; BRASILIA 1267; BRASILIA 1526; MDA 6180

SENSITIVE BUT UNCLASSIFIED

1.(SBU) SUMMARY: Your visit to Brazil provides an opportunity to engage directly with the Government of Brazil (GOB) on aviation security issues and to reinforce the importance the USG attaches to deepening and expanding the positive security agenda between the United States and Brazil. While first and foremost addressing the immediate issue of enhancing security for flights going to the United States, this visit also will permit us to advance a broader partnership on security issues. While operational cooperation between the Transportation Security Administration (TSA) and the Brazilian civil aviation authority (ANAC) and the airport authority (INFRAERO) has been excellent, including numerous recent TSA airport visits in Brazil, the Ministry of External Relations (MRE) has resisted TSA's proposal to introduce a TSA attach???? at the Embassy. GOB, while increasingly open to working with the United States on bilateral, regional and global areas of mutual interest, retains long-held sensitivities regarding both Brazilian sovereignty and any reference to the possibility that "terrorism" exists in Brazil. It is important to approach Brazil as an equal partner, and not as either a junior partner or assistance recipient, in designing joint cooperation. In the near-term, we have found focusing on countering illicit activity, without labeling the cause as "terrorism," and focusing on positive concrete outcomes, such as enhanced security or trade facilitation, as most productive in yielding effective cooperation. Regarding the response to the current threat to aviation security, the primary challenge in Brazil remains pat-down authority. Only the Federal Police currently have this authority, and only in specific cases of "suspicion." GOB approaches the issue of pat-down authority extremely cautiously. The Brazilian Constitution is a direct result of Brazil's recent history as a military dictatorship (1964-1985), where there was substantial government disrespect and abuse of civil liberties. The current government (many members of which fought against the military dictatorship), while recognizing that responding to global threats require a coordinated and effective response, is inclined to tread carefully in this area. While manpower to perform pat-downs is obviously a concern, the Constitutional issue remains the fundamental circle the GOB is seeking internally to square. Your visit provides an excellent opportunity to approach the issue with sensitivity to this context and to brainstorm workarounds within Brazilian law in order to find a solution. END SUMMARY

OVERVIEW

2.(SBU) Brazil is a developing country moving onto the global stage. The world's tenth largest economy, Brazil has evolved from IMF creditor to donor, from development assistance recipient to provider, and from a country that suffered extreme economic shocks to a country emerging early from the global crisis and confident in its macroeconomic policy. New offshore pre-salt finds could eventually make Brazil a significant oil and gas exporter. The Mission continues to seek opportunities to deepen investment and trade ties with Brazil bilaterally in order to increase business opportunities, job growth, and economic development. Economic issues are proving to be the pathway to increasingly productive GOB engagement - both because as a large emerging economy it is beginning to have a natural seat at the table and because the GOB most easily sees how global economic issues directly impact its own well-being and national security. Brazil's interest in taking on the leadership mantle economically offers numerous opportunities for engagement, encouraging Brazil to take on increasingly responsible roles globally. It is important to frame approaches to GOB as an equal partner, and not a junior partner. GOB takes particular pride that, having been through many developing country experiences (previous financial crises, addressing GINI inequalities, infrastructure impact on growth, etc), it is uniquely placed to help developing countries tackle their own challenges, drawing on Brazilian "lessons learned." GOB has been receptive to partnering with the United States on development cooperation, including a newly developing initiative in Mozambique and Haiti on agriculture, health and infrastructure development. Cooperation

on political and security issues remains more difficult to navigate, where GOB is less persuaded that playing an active role on issues beyond its borders has implications for its own domestic and global security and tends sometimes to stress a "no judgment" approach on many issues that reflect in part its own sovereignty sensitivities. This, too, is evolving, though more slowly than on the economic side. Specifically, on aviation security, when TSA Director of Operations Robert Rottman met in October with ANAC, INFRAERO, and MRE, agencies expressed enthusiasm for a deeper partnership that could enhance Brazil's role as a role model for other countries in the region. Brazil will host the 2014 soccer World Cup and 2016 Olympics, which may provide specific additional cooperation opportunities in areas ranging from security issues to infrastructure needs.

POLITICAL CONTEXT

3.(SBU) The Brazilian political elite and media are already focused on the October 2010 national elections for president, governors of all 26 states and the federal district, two-thirds of the senate, and all federal deputies. Ministers who intend to run for any of these offices must, under Brazilian law, resign by early April 2010 (six months before elections), and some will leave in March or earlier. Although many Ministers are expected to leave, External Affairs Minister Amorim is expected to remain in place for the duration of the Lula Administration. Lula is constitutionally barred from seeking a third term and has supported Civil Household Minister (Prime Minister-equivalent) Dilma Rousseff as his party's candidate. Rousseff is currently a distant second in the polls to likely opposition candidate Sao Paulo Governor Jose Serra, but the race remains unpredictable this early in the process. The terms of ANAC President Solange Vieira and INFRAERO President Murilo Barboza run past the end of the current Administration and both now are expected to remain in place.

4.(SBU) The United States and Brazil share the basic goals of fostering hemispheric stability and integration, promoting democracy and human rights, and preventing transnational illicit activity. The attainment of a permanent seat on the UN Security Council has been a central goal of Brazil's foreign policy under President Lula's government. Regionally, Lula has maintained Brazil's historic focus on stability, seeing good relations with all parties as the best way to achieve this goal. As a result, Brazil maintains an active dialogue with Venezuela and Cuba, has

worked to foster good relations with Bolivia and Ecuador, and has stood firmly on the principle of respect for sovereignty in the region. In line with Lula's demonstrated interest in Brazil playing a larger role in global issues, as well as expanding Brazil's commercial ties, Lula hosted separate visits from Iranian President Ahmadinejad, Israeli President Peres, and Palestinian President Abbas, among others, in November.

15. (SBU) There have been impressive strides over the last 25 years since the ending of the military dictatorship toward establishing stable democratic institutions. Nonetheless, progress remains constrained by an inefficient judicial system, lack of enforcement capability, and persistent and widespread corruption. Though proud of its status as a "melting pot" where different cultures and ethnic backgrounds coexist, racism remains a real and largely unacknowledged problem where prejudice, violence and marginalization continue. Brazil continues to struggle with unresolved military dictatorship-era human rights violations. It nonetheless is moving successfully to integrate the military into the mainstream of national policy making. Organized crime, urban murder rates often ten times the average in U.S. cities, and the second largest cocaine consumption in the world require urgent attention. Brazil's professional, well-trained Federal Police work as an effective partner with USG law enforcement agencies.

ECONOMIC CONTEXT

6.(SBU) Brazil's annual Gross Domestic Product (GDP) grew 5.1

percent in 2008, and inflation was 5.8 percent. The global economic crisis eroded predictions for annual GDP growth for 2009 to essentially flat or slightly negative. Despite this decline in immediate prospects, Brazil has weathered the crisis better than most major economies and shows signs of a recovery, led by strong domestic demand and a growing middle class. Conservative macroeconomic policies in the years prior to the crisis, and targeted responses during the crisis, played a role in lessening the impact of the global crisis on Brazil. Growth in 2010 is expected to return to approximately 5%. Brazil is a leading exporter of soybeans, beef, sugar, coffee, and orange juice. Brazil also distinguishes itself as a major exporter of civilian aircraft, steel, and petrochemicals. The United States is Brazil's top trading partner overall, although in March China became Brazil's primary export destination. In recent years, U.S. Foreign Direct Investment (FDI) in Brazil has averaged around USD 4 billion per year. In the second quarter of 2009 (the most recent available data), the Bureau of Economic Analysis reported U.S. FDI into Brazil of USD 1.2 billion. The Economist noted recently that FDI into Brazil from all sources increased 30% last year, while overall FDI worldwide contracted 14%. At the same time, Brazil has significant offensive investment interests. Illustrating a trend of increasing external investment, Brazilian Central Bank figures show that the stock of Brazilian FDI in the United States increased from USD 3.9 billion in 2006 to USD 6.025 billion in 2007 (the last year for which figures are available). Brazil holds investment grade status from the major rating entities. Reflecting growing Brazil-United States ties, Brazil is now one of the four largest U.S. visa adjudication and issuance missions worldwide.

AVIATION CONTEXT

17. (U) In 2009, according to ANAC statistics, the airline industry in Brazil demonstrated significant growth and also increased efficiency in providing services. ANAC's figures show more than 126 million passengers' departures and arrivals in 2009, which represents almost 13 million more than in 2008 and 15.4 million more than in 2007. Delays (defined as more than 30 minutes)

decreased from 2007, where the average yearly delays were 28.6%, to 17.5% in 2008, and down to 11% for 2009. ANAC coordinates with the Ministry of Defense, the Brazilian Air Force, and INFRAERO to track the movement of passengers at airports and follow all flights from the Brazilian Air Force Control Flight Center in Rio. In Brazil, multiple agencies have a role in civil aviation. These entities include:

ANAC (Brazilian National Civil Aviation Agency) - ANAC was created by law # 11.182, dated Sep 27, 2005, with regulatory responsibility for air safety and air security. According to this law, ANAC 1) Represents Brazil in conventions, treaties, agreements and acts of international air transportation with other countries or international organizations of civil aviation, with the exception of air traffic control and aircraft accident investigations; 2) Establishes the model of concession for airport infrastructure, to be submitted to the President of Brazil; 3) Provides concession of aeronautical services; 4) Provides resources to airports on strategic, economic, or tourist interest; 5) Provides grants or permissions for commercial exploration of aeronautical services. ANAC is under dotted line authority of the Ministry of Defense.

INFRAERO (Brazilian Company of Airport Infrastructure) - Airports in Brazil are operated by a single state-owned company, the Brazilian Airports Authority or INFRAERO. INFRAERO manages all of the major airports (67 total). These airports handle the vast majority of passengers and cargo traffic. INFRAERO is a government-owned company under the Ministry of Defense.

DECEA (Department of Air Traffic Control, Brazilian Air Force) - DECEA handles air traffic control operations and oversight, including the necessary infrastructure, for all aircraft in Brazilian airspace. DECEA is responsible for activities of air traffic management, meteorology, communications, aeronautical information, cartography, implementation and flight inspection of navigational aids, and staff training for all ATC systems.

SAC (Civil Aviation Secretariat, Ministry of Defense) - SAC is responsible for the coordination and supervision of the agencies and other Brazilian civil aviation entities in charge of management, regulation and inspection, airport infrastructure, and infrastructure of air navigation. SAC prepares studies, forecasts, E

and other information related to civil aviation, airport and air navigation matters, ensuring guidelines to Brazilian civil aviation policy. SAC is also the executive-secretariat of the Council of Civil Aviation.

CONAC (Civil Aviation Council) - CONAC is the advisory council for the President of Brazil in the elaboration of the national civil aviation policy. CONAC establishes the guidelines for the representation of Brazil in conventions, agreements, treaties and acts of international air transportation with other countries or international organizations of civil aviation. Other attributions are those related to airport infrastructure concession model; the approval of resources guidelines for airlines and airports of strategic, economic or tourist interest; the coordination of the activities of air traffic control and air regulation; the approval of the general plan of airline subsidies; and the establishment of airlines concession policies. Members of CONAC include: Minister of Defense (President); Minister of External Relations; Minister of Treasury; Minister of Development, Commerce, and Industry; Minister of Tourism; Chief of Staff of the Presidency; Minister of Planning and Budget; Minister of Justice; Minister of Transport, and the BRAF Commander.

SPECIFIC AGENCIES COOPERATION

DHS/TSA:

8.(SBU) Beginning in November 2008, in cooperation with the U.S. Embassy Brasilia, TSA began engaging in discussions with ANAC in an effort to re-start Foreign Airport Assessment Program (FAAP) visits to Brazil after an approximate 2.5 year hiatus. After arriving at

a mutually agreed upon diplomatic note format for the proposed FAAP visits, visits began in August 2009. As of December 2009, all eight international Last Point of Departure (LPD - direct to USA) airports have been successfully assessed in cooperation with ANAC personnel. In early August 2009, the Department of Homeland Security (DHS) and TSA approved the commitment of resources for the establishment of a new TSA Representative (TSAR) position in Brazil. Embassy Brasilia approved the NSDD-38 on November 20, 2009 (ref A).

19. (SBU) Mr. Rob Rottman, TSA Office of Global Strategies, Director for International Operations, visited Brazil October 5-8 in support of the renewed working relationship with ANAC and the possible establishment of a new TSA attache in Brasilia. He met with officials at the Ministry of External Relations (MRE), the Civil Aviation Authority (ANAC) and the airport authority (INFRAERO). As reported ref B, MRE expressed interest in working with TSA to establish Brazilian regional leadership in the area of civil aviation security and was pleased to hear that TSA bilateral engagement already included many developed nations. Both ANAC and INFRAERO expressed satisfaction with the TSA airport visits, welcomed the proposal to establish a TSA attach???? in Brasilia, and were eager to explore enhanced technical exchanges and collaboration. However, on December 18, MRE claimed that it had convened a meeting with civil aviation officials including ANAC, INFRAERO and Ministry of Defense (MOD) where the parties concluded there was no compelling reason for TSA to establish an office in Brazil and that any future cooperation could be accomplished through an exchange of letters. We informed MRE this input conflicted greatly with the feedback that we received from the presidents of both INFRAERO and ANAC during TSA visits to Brazil. We also mentioned that in subsequent meetings regarding this issue, the MOD Director of Civil Aviation Policy also agreed with this proposal. MRE promised to reengage with these agencies when all officials return from vacation on Jan 11. COMMENT: Mission believes this feedback represents a MRE viewpoint rather than views of the relevant operational agencies and believes the importance of a TSA attach???? at post will be an essential point to raise at your MRE meeting. END COMMENT.

110. (SBU) In responding to the current threat to aviation security, as reported refs C and D, the issue of pat-downs has created a challenge for GOB. The Brazilian Constitution restricts personal searches to cases of "suspicion" and authority in the present case does not appear to be as clear as in a case of a specific person's clearly identified criminal intent. It appears that under current rules, only the Federal Police has pat-down authority. A draft new

Security Policy, not yet signed or implemented, may expand authority to INFRAERO and air carriers, but will not explicitly expand conditions under which pat-downs may be performed. ANAC has been charged with coordinating GOB response to the TDA Security Directive/Emergency Amendment on this issue, but it will be important to raise in all your meetings in Brazil and to discuss how other countries have addressed this issue. GOB approaches the issue of pat-down authority extremely cautiously. The Brazilian Constitution (literally the size of a phonebook and extremely detailed) is a direct result of Brazil's recent history as a military dictatorship (1964-1985), where there was substantial government disrespect and abuse of civil liberties. The current government (many members of which fought against the military dictatorship), while recognizing that responding to global threats require a coordinated and effective response, is inclined to tread carefully in this area. While manpower to perform pat-downs is obviously a concern, the Constitutional issue remains the fundamental circle the GOB is seeking internally to square. Approaching the issue with sensitivity to this context and brainstorming workarounds within Brazilian law will be important to finding a solution.

STATE/NAS:

¶11. (U) The Memorandum of Understanding on Narcotics Control and Law Enforcement (MOU) between the USG and GOB was signed in August 2008. This bilateral agreement is designed to improve cooperation between Brazilian and US law enforcement agencies and improve the capacity of our Brazilian colleagues in confronting the threat of drug trafficking and related crimes. The main partner for the GOB is the Brazilian Federal Police (DPF). There are seven programs under the MOU, four of which directly involve the DPF. They are Law Enforcement Training, Special Investigation Units (SIU), Airport Interdiction, and the Canine Program. The Narcotics Affairs Section (NAS) (State Department) at the embassy is charged with implementing and managing these programs. Programs relevant to air security are described below.

¶12. (U) The DPF's Airport Interdiction Program: Under the MOU, NAS has expanded an existing program to assist the DPF in the detection of narcotics, narcotics-related products, and other types of contraband, including explosives, moving through passenger terminals as checked baggage, hand luggage, or concealed on passengers. The DPF conducts traditional law enforcement investigative methods to conduct their interdiction operations. These include analyzing and profiling passenger lists, interviewing select passengers, conducting baggage searches after check-in using x-ray machines, researching DPF data bases containing foreign passenger entry and scheduled departures, informant utilization (such as taxi drivers, baggage handlers and others), and airline employees cooperating with the DPF.

¶13. (U) The project encompasses the acquisition, with State Department INL funds, of specialized equipment for drug and explosive detection. The program was initially at the international airports of Sao Paulo and Rio de Janeiro and has expanded in 2009 to other Brazilian international airports, including Manaus, Fortaleza and later to Natal, Recife, and Salvador. The DPF has requested assistance in the acquisition of additional resources, including specialized equipment. NAS has ordered the following detection equipment:

Body-Scan - manufactured by Smiths Detection. A suspect steps onto it and an image is taken of the person's body. The unit is designed to detect drugs, explosives, knives, guns, diamonds, precious metals, and electronic devices hidden under clothes or inside the body. It emits a high resolution image within 5 to 7 seconds. Four units were purchased with State INL funds under the MOU for a total cost of US\$755,000. The DPF plans to install these at the international airports in Sao Paulo, Rio de Janeiro, Manaus, and Recife. This product requires a license from Brazil's nuclear energy agency (CNEN) before it can be imported. The company applied for the license in mid-December.

Mobile Trace Instrument - manufactured by General Electric. This is a seven pound portable simultaneous dual-mode handheld explosive and narcotic detector. It detects trace samples or vapors for a broad range of narcotics and explosives. Eight units were purchased with State INL funds under the MOU for a total cost of US\$228,000. The DPF plans to place these items at the airports of Sao Paulo, Rio de Janeiro, Manaus, Recife, Natal, Fortaleza, Salvador, and one for their Mobile Interdiction Team. This equipment is in shipment transit now.

¶14. (U) The Canine Program: The DPF's dog training facility is located in Brasilia and is responsible for training and deploying dog and handler teams for interdiction operations all over Brazil, specifically to airports, seaports, river ports, and other border locations. DPF currently has 55 dogs for detection work. The majority of the dogs are used for drug detection, but the DPF

recently began training dogs for explosive detection as well. As part of the MOU, dog purchases have been made with INL funds to augment the dog population. In 2009, 12 Belgium Mallinois dogs were purchased in Holland and brought to Brazil. Of these, two (2) were trained for explosive detection. Counting one explosives-trained dog DPF already had, DPF now has three (3) dogs trained for explosives. One dog is deployed in Brasilia, including at the airport. The two new dogs have not yet been deployed, but will initially also be used in Brasilia. In 2010, an additional 20 dogs will be purchased with State INL funds under the MOU, with a larger amount destined for explosive detection training.

DHS/CBP:

¶15. (U) CBP posted a CBP Attach???? at the U.S. Embassy in Brasilia in February 2008. Cooperation with the government of Brazil (GOB) is considered good, although some problems have arisen such as the recent denials of visas for CBP personnel to conduct in-country validations under the Customs Trade Partnership Against Terrorism (C-TPAT). After a series of meetings, the GOB advised that CBP visit to Brazil will be approved as long as there is no mention of "visits to Brazil for anti-terrorism purposes." In 2008, the GOB decided against the establishment of an Immigration Advisory Program (IAP) that would have permanently stationed CBP Officers at the airport in Sao Paulo to assist airlines and host nation authorities on document fraud and passenger admissibility. Despite numerous overtures and engagement with the GOB by the Secretary of Homeland Security and CBP since 2007, the GOB decided not to implement the IAP due to concerns over sovereignty. The GOB had specific concerns about direct interactions between CBP officials and air passengers at Sao Paulo Airport. Even though they were reassured of the advisory nature of CBP's role, with no legal authority, they refused IAP in Brazil. Federal Police staffing shortages led to the hiring of third-party subcontractors to perform immigration/emigration checks at the country's principal airport, Guarulhos Airport in Sao Paulo. Subcontractors have also been hired to process passport applications. Training of these subcontractors is minimal and salaries are very low. This causes a significant weakness in the first line of defense at passport primary, inbound and outbound as this position is not federalized.

¶16. (U) U.S. Embassy Law Enforcement agencies cooperates closely with Brazilian Federal and Civil Police on individuals suspected of human smuggling as well as visa, passport, or other document fraud. ICE-CBP continues to work with appropriate police, prosecutors and judges in furtherance of prosecution where possible under local law. During 2008-09, Embassy and Consulate staff and CBP trained over 1,200 Federal Police and airline employees at airports in Sao Paulo, Rio de Janeiro, Manaus, and Recife on air passenger admissibility and document fraud. The airlines trained were American Airlines, United, Delta, Continental, TAM, Varig, GOL, Copa, South African, and JAL. In 2009, CBP hosted a delegation of Federal Police Officers to an orientation to observe CBP's airport passenger and air cargo operations at Miami International Airport. In 2009, CBP hosted a delegation of Brazilian government officials from Brasilia to briefings at CBP HQs, an orientation of CBP's

operation in Baltimore, and the National Targeting Center (NTC). CBP Airport Interdiction Training was conducted in June 2009 at Guarulhos International Airport in Sao Paulo on identifying and interdicting suspicious air cargo and passengers utilizing commercial air conveyances. The training was conducted over the course of 5 days and was attended by members of the Federal Police, Customs and INFRAERO. CBP enhanced the technical competencies of Federal Police Immigration and Receita Federal at Brasilia Airport through document fraud and passenger screening training in preparation for the first U.S. - Brasilia air passenger route that commenced in December 2009. CBP Carrier Liaison Program (CLP) is scheduled to provide training on document fraud and admissibility

to carriers, host nation law enforcement and embassy staff during the March-April 2010 timeframe in Brazil. CLP training was last presented in 2006.

¶17. (U) The CBP Attach???? is discussing a series of additional activities with the Federal Police Airport Security Working Group involving visits to several U.S. airports to observe the inter agency operability amongst the various U.S. law enforcement and airport authorities. These visits are proposed for 2010 and will most likely entail a visit to NY JFK and Miami International Airport. CBP also proposes to support Brazil law enforcement contingency planning for the World Cup Soccer Games in 2014 by providing technical assistance and training in non-traditional areas of Detection of Weapons of Mass Destruction (WMD), Incident Response, Cargo and Passenger Risk Management, Advance Passenger Targeting/APHIS, and Business Continuity.

DHS/ICE:

¶18. (U) From an investigative perspective, ICE uses its unified immigration and customs authorities to collaborate with Brazilian authorities on joint investigations to identify, disrupt and dismantle criminal organizations and other threats, and deprive transnational criminal groups from employing traditional smuggling networks and methods to further their crimes. To this end, as part of our objective, ICE has established and continues to maintain enduring partnerships with customs, immigration and law enforcement agencies in Brazil to conduct and enhance investigations in area of human smuggling and trafficking connected with Brazilian international airports.

¶19. (U) Most recently, the ICE Attach???? coordinated with Brazil Authorities on investigative activities related to the Annita Devi Gerald alien smuggling investigation. In December Gerald was indicted on charges of conspiracy and alien smuggling in connection with her role in the smuggling or attempted smuggling of individuals to the United States. The joint ICE and Brazilian Federal Police investigation discovered substantial evidence associated to Gerald and her activities at Sao Paulo's International airport.

¶20. (U) In March 2009, the ICE Attach???? reported the arrest of an Extraterritorial Criminal Travel Strike Force Subject by local authorities at S????o Paulo International Airport. ICE Attach???? worked extremely closely with Brazilian Federal Police on this human smuggling investigation associated with the activities of an Ethiopian citizen residing in Sao Paulo, Brazil. The organization operated by this individual facilitated transportation services and the issuance of fraudulent documents used by various East African nationals transiting Brazil en route to the United States.

¶21. (U) U.S. Embassy reporting on Trafficking in Persons (TIP) identifies Brazil as a country of origin, transit, and destination for internationally trafficked men, women, and children. The ICE Attach???? continuously strives to strengthen relationships with Brazilian authorities and continues to provide outreach to local authorities and NGOs in our efforts to investigate allegations of sexual tourism, specifically by US citizens and/or Legal Permanent Residents. TIP in Brazil primarily involves Brazilians trafficked

internally and to foreign locations for the purposes of commercial sexual exploitation. In July 2009, John Heep, a U.S. citizen, was arrested along with ten (10) Brazilian nationals by the Brazilian Federal Police in Sao Paulo, Brazil for Conspiracy to Traffic in

Persons. The arrests were the result of a joint investigation conducted by the Brazilian Federal Police, ICE Attach????, RAC/Las Vegas and the officials of the U.S. Department of State. Heep was charged by the Brazilian Federal Police under Brazilian law with Trafficking in Persons and Conspiracy. The Brazilian Nationals arrested are being charged with various Brazilian charges to include Internal (Domestic) Trafficking in Persons, International Trafficking of Persons (to participate in prostitution), Exploitation of Prostitution, Conspiracy, and Facilitation of Prostitution (for financial gain). Many of the victims trafficked in this investigation were routed through Sao Paulo's International airport.

122. (U) In May 2008, the ICE Attach???? co-hosted a week long Fraudulent Document Analysis training course funded by the Inter-American Committee against Terrorism (CICTE), Organization of American States (OAS). Approximately thirty representatives to include, but not limited to, members from the Brazilian Federal Police, Brazilian Intelligence community officials and Document Analysts from various cities throughout Brazil participated in this training course. The purpose of the exercise was to help strengthen the capacity of customs, immigrations, and law enforcement personnel to improve their controls on travel and identity documents, as well as their capability to detect fraudulent documents in order to prevent their counterfeiting, forgery, or fraudulent use. The workshop was aimed at midlevel to senior personnel in the areas of customs, immigrations, police, and passport issuance. In addition to hands-on technical training on the latest techniques, there was ample opportunity for discussion of best practices and a sharing of techniques among the participants.

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